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16p

Conqueror —still fighting

PLANS to salvage the 1,000-ton Hull freezer trawler *Conqueror* which went aground near Mousehole, Cornwall, on Tuesday last week (left) are still being made this week.

As *Fishing News* went to press on Wednesday, UK Trawlers Mutual Insurance Co. Ltd., which insures *Conqueror*, was in negotiation with a British firm to mount another attempt to save the vessel.

Commenting, Rear-Admiral Peter Branson, managing director of UK Trawlers, said: "Since a Dutch company originally involved in assessing salvage possibilities pulled out last Saturday, we have spent the whole of the New Year making arrangements for another salvage attempt."

"Already there have been many offers which have had to be evaluated."

"The measures we are taking are a race against deterioration in the weather and racing costs. The longer

Continued on page three

FLOATING MEAL PLANT PLAN FOR SPRATS

Danes may scail factory to Grimsby

A DANISH factory ship could soon be based in Grimsby docks to process sprats for fish meal. A joint venture is being planned by Grimsby owners and agents Tom Sleight (F.S.) Ltd. and an unnamed Danish firm to launch the operation.

The winter sprat fishing is now in full swing and the move to bring in the sprat processing vessel would considerably ease pressures on processing which have again built up this season. Both Grimsby and Hull fish meal factories have been stretched to the limit by the influx of sprats and mackerel from the south-east at roughly the same period, in addition to the routine reduction of oilfish. Sleight's believe the sprats will prove popular among the growing numbers of Grimsby vessels currently working sprats. At present some skippers are reluctant to put to sea in case

they have difficulty in unloading catches on returning to port.

The scheme involves the breakdown of fish into a semi-liquid state which would be stored in tanks and then transhipped in another vessel to Denmark for completion of the process. The use of chemicals would eliminate offensive smells.

A similar scheme, put forward in 1976 by Cosalt, for a shore-based factory on Grimsby fish docks did not receive planning permission.

Bring in banks — says HIB

PLAN for Scottish banks to assist in financing new and secondhand boats has been put forward by serving chairman J. Lyon Dean.

The grant and loan scheme, which has worked well in the past, needs to be updated to account of the expected European fisheries policy and the changing cost of fishing vessels. And Dr. Dean outlined three ways of doing it at end-of-the-year review of herring industry last week.

The way would be for the Scottish banks to come in and — which has statutory powers to do so but no money to take shares in new and secondhand vessels. The

basis that when the working owners paid off their loan, they would be able to buy back the board's equity at reasonable terms.

There is also another way, said Dr. Lyon Dean, the Statutory Government Fish Authority should own vessels and hire them to selected skippers and crews. What should be considered said Dr. Dean was the success of the Scottish system of fishermen-owners and it should be retained, in part if not in whole.

A third way is for the Scottish banks to come in and — in partnership with the board — finance new and secondhand vessels. The



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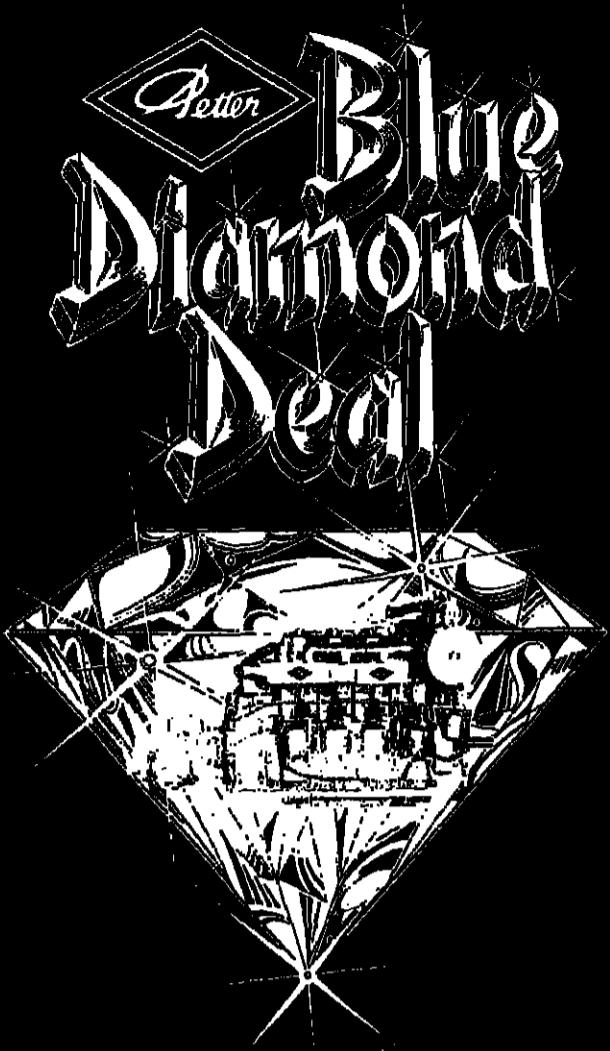
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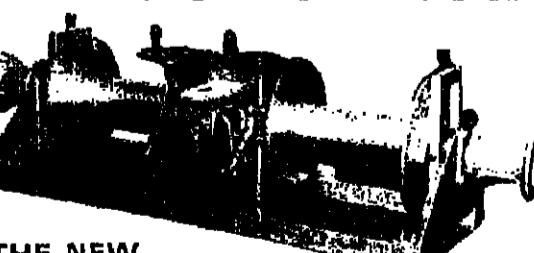
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Catching cod in the deep

"WE SHOULD be grateful for any information about the fishing gear designed for catching cod in deep water."

Hooks, lures and monofilament nylon lines used for catching cod in 50 fathoms or more do not differ from those used in lesser depths. The only items of gear designed specifically for deep water line fishing are reels.

Manually-operated reels available include Snella and Deep Sea reels made in Norway and the Vaga Snella reel made in the Faroe Islands.

All these reels are deep and narrow in width so that they can be wound easily and slowly when fish are fighting immediately after being hooked, and easily and progressively faster as they cease to fight.

Normal practice when after cod, coley, ling and/or tusk in deep water is to use a 2.5 mm diameter monofilament nylon line to which are attached, in order, a swivel and sixteen 4 ft. long 2 mm. diameter nylon traces with swivels between them.

To the middle of each trace a rubber or plastic seal is attached by a swivel and short dropper. A swivel and 4 lb. lead are fixed to the end of the bottom trace.

The Vaga Snella reel is fitted with an automatic brake. This makes tending it unnecessary while line is running out, as the brake acts to release or stop the line as required.

If fish are hooked while the line is running out, it stops, thereby providing valuable information about the depth at which fish are feeding.

A mechanically-operated reel, designed to be either bolt or chain-driven, is made in Norway.

Known as the Autofisher, it lowers hooks and sinker to any depth down to 170 fm. and then begins to jig.

When a fish is hooked, the Autofisher reels in the line until the fish breaks surface.

Then it stops, with the line held firmly, so that the fish can be taken off the hook.

You can set an Autofisher to jig from about 10 in. to 8ft. and leave or render line at any given weight between 2 and 55 lb.

Deepsea reels designed for hydraulic operation are made in the Faroe Islands, Iceland and the USA. Manufacturers of the Vaga Snella reel make a hydraulic version of it in their works at Foroyar, Norway, and Ellidi Guðjónsson makes a hydraulic version of his Elektra reel in Iceland.

The Elektra is designed primarily for fishing between 100 and 200 fm. It will work up to 500 metres of 1.2 mm Perlon line to which is attached a trace with 6-10 rubber or plastic seals and a 24 kg. lead winker.

"I HAVE HAD some success using feathered casts for mackerel this summer and want to try feathers for cod and codling during the winter."

"I shall presumably need to use larger hooks and lines of greater breaking strength."

"What size" hooks and breaking strength line would be best and where can I get them as well as feathered traces of a suitable size?"

"Hooks size 5/0-7/0 and a six-foot (1.8m) monofilament

John Burgess' Log



It will play large fish, always maintaining a pull of 3-10 lb. But rendering when a greater strain is put on the line.

Deep water gear made in the USA consists of a large capacity reel fitted with an hydraulic motor and a short rod. The reel holds 2,500 ft. of 150 lb. breaking strength stainless steel wire and the solid glassfibre rod is 4 ft.

The reels are fitted on a base designed for mounting on the gunwale or close to it. The base of the rod is hinged so that it can be lowered from upright to any angle outward.

With an adjustable pressure relief valve which acts as a positive clutch, the hydraulic motor is designed for operation from a pump on a boat's propulsion engine.

Electronically operated versions of the Icelandic Elektra and the Norwegian Autofisher reels are also available.

Speed of jigging or bobbing movement of the Autofisher version can be adjusted by an external switch. When a fish takes a hook and so starts upward hauling movement, a speed of 50 rpm is automatically set regardless of the previous jiggling speed.

As on the mechanically-operated version, a green lamp indicates a hooked fish and red one indicates that the reel has stopped with a fish on the surface.

Elektra reels are obtainable in the UK from South Western Mechanised Fishing, 37 Venn Park, Stoke Fleming, Dartmouth, Devon and Asborn Horard Deep Sea reels from Pegley Davies Ltd., Hersham Trading Estate, Walton-on-Thames, Surrey.

The Norwegian Snella reel is made by Polylast, per Meland, Sigerfjord and Autofisher reels are manufactured by Autofisker A/S, Nykund.

J. K. Joensen & Sons make the Vaga Snella reel and the Vaga Deepsea hydraulic version at 3812 Midvag, Foroyar, Faroe Islands.

American deep water gear is obtainable from Big Jon Inc., 14393 Peninsula Drive, Traverse City, Michigan 49684, USA.

Feathering for cod

"I HAVE HAD some success using feathered casts for mackerel this summer and want to try feathers for cod and codling during the winter."

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January 6, 1978

motions of ice look like from both air and ship.

The book is the first I have seen containing instructions on how to use hand-held calculators to solve astronomical and Great Circle sailing problems.

It also contains tables of natural sines, cosines and tangents, arranged so that all three functions of an angle can be obtained from a single entry on a simple four-function calculator.

Reed's Ocean Navigator is obtainable from nautical booksellers, or direct from Thomas Reed Publications Ltd., 36 Cock Lane, London EC1A 9BY - price £8.50.

Where do I buy a dye?

"RECENTLY I bought some white nylon herring nets but now find that they don't fish as well as coloured nets. I, therefore, want to dye them light green."

"Do you know where I can get a suitable dye?"

"The best composition for your purpose is probably Green Cuprinol which will not only colour the nets as you want but will also protect them to some extent against deterioration."

When used for dying nets Cuprinol should be mixed with thinners.

Cuprinol Ltd., Adderwell, Frome, Somerset, can send you any more information.

If you ever want to dye nets a tan colour like traditional cutched cotton herring nets, thinned Brown Cuprinol is very suitable.

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LOWESTOFT'S TOP-

earning trawler of 1977 is *Suffolk Chieftain* with a new record of £259,000 - £18,000 above last year's high set-up by *St. Patrick*.

Suffolk Chieftain is a side-trawler owned by Small & Co. and skippered by 32-year-old Edwin Carl Brighty.

He spent 284 days at sea during the year and brought in 9,501 kts from the North Sea.

It was a double win for

Skipper Brighty for he has also been presented with the award for Lowestoft's "Fisherwoman of the Year". A silver salver was presented by the widow of the late skipper, Ernest "Jumbo" Fiske, one of

the port's outstanding personalities and top skipper on a number of occasions.

The salver will still stay in the Fiske family's possession

- for in 1964 Skipper Brighty married Margaret Fiske, youngest daughter of "Jumbo".

Maurice Horabin, manager of Hobsons of Lowestoft, the managing company for *Suffolk Chieftain*, warmly prais-

ed Skipper Brighty and his crew for their achievement.

"We are particularly pleased," he said, "that after several years of knocking on the door *Suffolk Chieftain* has finally made top ship."

"She has a first class crew led by an excellent skipper. They have worked as a team for many years and the title is richly deserved".

Skipper Brighty is one of the most successful of the younger skippers at the port and received his skipper's ticket when he was only 21.

He served as deckhand on *Suffolk Maid*, under Skipper George T. Taylor, and became a third hand in little over a year.

He gave up holidays to achieve the necessary sea time for further promotion and, after getting his mate's certificate in 1968, became a skipper 18 months later.

He has had a regular com-

mand in the Small & Co.

fleet ever since and has been skipper of *Suffolk Chieftain* for the past four years.

The salver is inscribed as perpetual memorial to Skipper Fiske - "a giant in stature, in character and in achievement".

Six nominations were made this year - the first time it has been presented - and Aubrey Moore, president of Lowestoft Fishing Vessel Owners' Association, said they included two skippers, a mate, a third hand, chief engineer, and a cook.

"This is not an award made to the champion skipper", he said. "Next year it could be won by a deckie-learner."

It is expected the 99-tonner

will resume fishing as a pair trawler through the Tom Sleight (F.S.) Ltd. agency.

Dawn Waters, which arrived in Grimsby before Christmas from Lowestoft under her previous name of *P. G. Islander*, may link up with another former Lowestoft beamer. Her most likely partner would appear to be *Sleight's Ashby* (CY 360).

She has already proved herself as a pair trawler in a makeshift partnership with *Victory*.

The latter has now reverted to inshore trawling, leaving the way wide open for *Dawn Waters* to team up with *Ashby* (the former Lowestoft beamer *Dieuwina*).

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Salmon company

back in profit

TWEED salmon net fishermen have had their best season for three years.

Berwick Salmon Fisheries Co., which lost almost £8,000 in 1976, made a £10,661 profit from a £184,500 turnover in salmon netting and marketing, plus a £9,875 profit from its frozen food marketing division where the turnover totalled almost £138,000.

Directors are recommending a dividend of 7½ per cent, the first to be paid for three years.

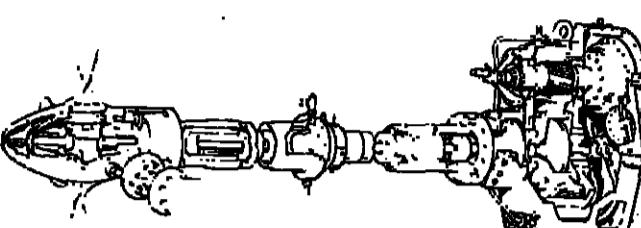
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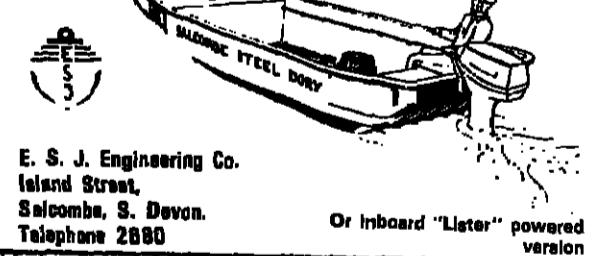
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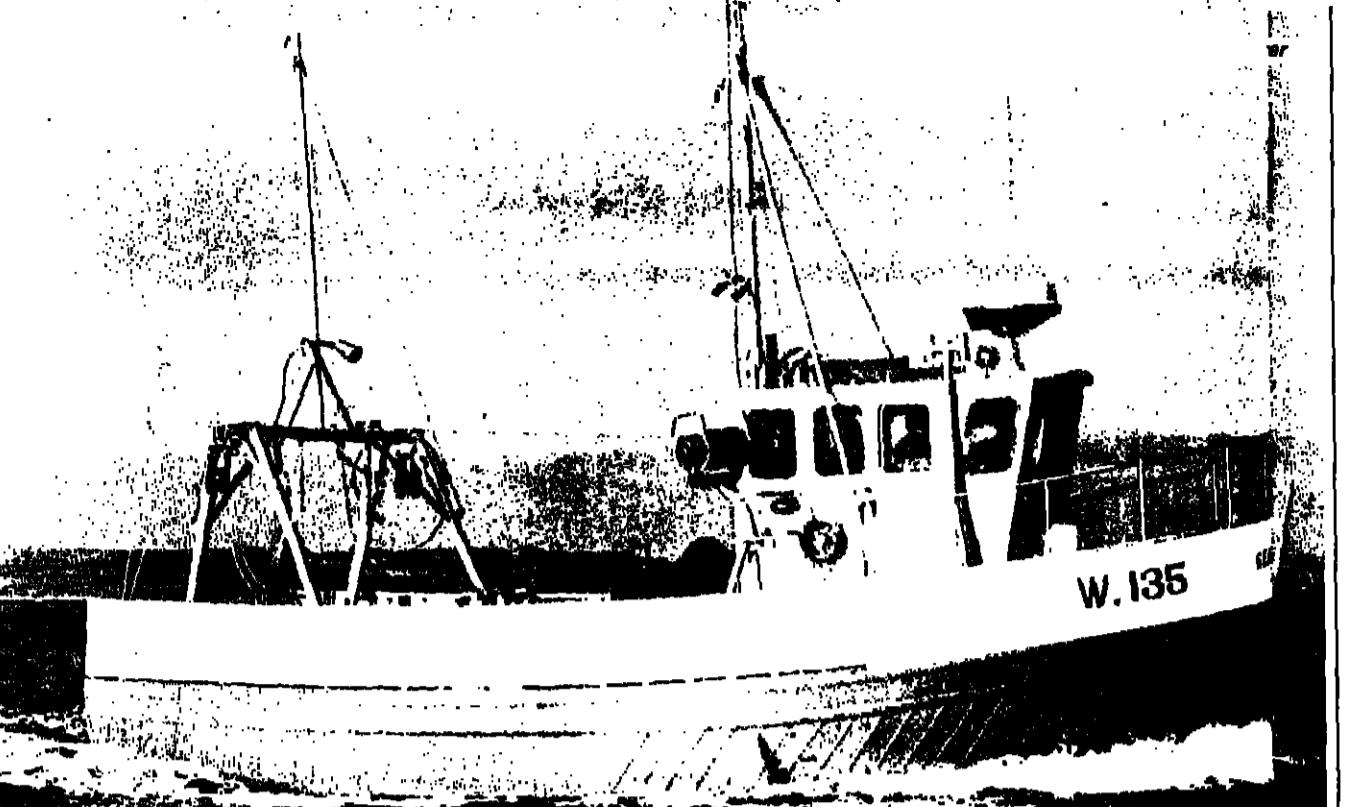
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Irish yard's new-class multi-purpose boat

A NEW-CLASS multi-purpose 40-footer named *Seafarer* (W135) is creating considerable interest among Irish east-coast fishermen.

She is owned by Noel McDonagh of Coxtown, Dunmore East, Co. Cork, and is 39ft. 10in. long overall, 38ft. on the waterline, 15ft. 4in. in the beam and has a moulded depth of 7ft. 4in.

The iroko-on-oak boat has been built to a high standard by the Crosshaven Boatyard of Crosshaven to a design by G. L. Watson of Glasgow.

Seafarer has been built to the Irish Sea Fisheries Board's stringent standards and was designed with particular emphasis on flexibility of operation.

She is fitted for stern trawling, drift and tangle netting, plus gill netting for salmon.

Her power unit is a Gardner 6 LX, with 2,951

reduction, installed amidships and it develops 110 bhp at 1,300 rpm to give the 40-footer a service speed of eight knots. Although designed mainly for day operation, there is spacious crew quarters forward with three berths, cooking and mess facilities.

Deck equipment includes a Fifer 1-ton trawl winch and Hydema power block for hauling drift nets. A second steering position is mounted close to this hauler.

The sizeable forward wheelhouse is well equipped with navigational and fish finding instruments, including a Decca radar 0800 and Navigator M112 plus a Furuno 850 echo sounder. Wagner steering is fitted and an inflatable dinghy is carried.

Skippers McDonagh is full of praise for his new boat's handling and seaworthiness in all weathers, according to the designers.

Dock lay-out of *Seafarer*. She is equipped for stern trawling and gill netting.

6,500 HP PATROL SP

AN 'easy-to-build' fishery protection vessel has been designed by Marine Services Ltd., a subsidiary of the giant P & O Group.

Primarily designed for fishery protection with 200-mile limits in mind, the new design is named Flower Project and is also suited to a wide range of naval duties.

Designed length is 86 metres, with a beam of 10.40 metres and a full load draft of 3.35 metres. Displacement is around 1,400 tons and the 200-tonne fuel capacity would give a range of 1,900 miles at full speed of 22 knots (4,500 miles at 17 knots).

The main engines are medium-speed diesels of 6,500 hp, but there is an alternative of two high-speed diesels on each shaft. The main and auxiliary engines are fitted in two independent engine rooms arranged so that the ship is still serviceable

with one engine out of action.

In her fishery protection role she would carry one or two helicopters in addition to two rigid inflatable boarding boats. To keep costs down a minimum of armament is specified, although it is possible to add at a later date.

The Flower Project is an attempt to bring a rational approach to fishery protection. It offers a versatile vessel claimed to be capable of sustaining all-weather patrols and dealing with any type of sea emergency, whilst being capable of quick conversion for a wartime role.

The comparative low cost and simplicity would be an attraction to nations finding protection costs escalating rapidly in proportion to their fish catch.

Target to
THE CORNISH appeal the widows and families of the sea Ranger tragedy target.

"The 14,000 mark will local organiser, John Lance.

Money is still coming in.

The Scots fisherman

tremendously well with their

returning home soon

"The Abundance of lobsters nearly everywhere appears to have declined and stocks are unlikely to withstand higher exploitation rates."

I have extracted this statement from *Fishing Prospects 1977-1978* published by the MAFF Fisheries Laboratory at Lowestoft.

This publication has been briefly reviewed by *Fishing News* but now that a section on shellfish has been introduced along with herring, mackerel and other fish species, I felt it was worthwhile to take a closer look.

Recorded landings of lobsters have continued to fall in England and Wales: the catch in 1975 being only 342 tonnes — the lowest catch since 1954. On the brighter side, the value increased sharply by 38 per cent and the 1975 catch was worth over £1m.

Ports in Yorkshire landed the most lobsters in England and Wales, but in 1976 the catch rate fell again and landings were down by five per cent.

Pink shrimp catches in The Wash collapsed in the early sixties, landings of shrimps at King's Lynn have shown only gradual improvement over the past ten years. This is despite the vigorous revival of a recruitment fishery in the Solent since 1972.

While production of mature oysters has remained relatively static, the total weight and value of all oysters produced in England and Wales has increased due to exports of immature oysters from the Solent.

Pink shrimp catches in The Wash are related to water temperatures which seem to have a major influence on the abundance of shrimps in this area.

While it is not clear whether this influence is direct or applied through an effect on food or predation, it has been demonstrated that fishery landings can be correlated with water temperature.

Water temperatures seem to have more influence where a shrimp species is near the limit of its geographical range.

In eastern England, The Wash fishery for pink shrimp is at the southern end of the species distribution. In this fishery there appears to be an inverse relationship between landings of one-year-old shrimps and the water temperature in the previous year.

In general, crab catches have continued to increase, particularly in the south and south-west of the country where there are a number of well-equipped modern processing plants to deal with the crabs, which are of ideal quality.

Elsewhere in the country, particularly Wales, stocks have been under-exploited in recent years and the future level of exploitation is dependent on market demand.

At present half the landings of Nephrops in England and Wales are caught off the north-east coast.

North Shields is the major port although, since 1966, substantial landings have also been made at Seahouses, Amble, Blyth and Hartlepool.

The fishing is by trawlers ranging from 40 to 65ft, with a few landings being made by local seiners and foreign vessels.

Stable

In recent years the tendency has been for the main effort by local vessels to be concentrated on Nephrops during the last and first quarters of the year (September-February).

"The 14,000 mark will local organiser, John Lance.

Money is still coming in.

The Scots fisherman

tremendously well with their

returning home soon

value of the landings rose by 30 per cent to over £250,000.

During a research cruise to the Farne Islands, off the Northumberland coast, by the Ministry research vessel *Cione* in November 1975, some 1,000 Nephrops were claw-tagged and returned to the sea outside the most heavily worked area of the fishery. Only five of these were later recaptured.

This showed that Nephrops can move distances ranging from ten to 20 miles — further than previously thought.

The shrimp fishery in The Wash is still producing large quantities of pink shrimps, whereas stocks have declined in other parts of the country. They no longer feature in the landings at the Thames and Morecambe Bay.

The annual landings of native oysters from the Solent area of all sizes of oysters in France following mortalities caused by disease.

Oyster fishing has assumed great importance to inshore fishermen in the Solent area. Landings of all fish and shellfish from this area were worth £250,000 at first-sale in October 1976; 83 per cent of this value being from the sale of oysters.

Following good recruitment in 1975, production from the Solent area should remain substantial into 1978.

Production of the Pacific oyster (*Crassostrea gigas*) from hatcheries has

shell fish chat

mature stocks, fishing effort is bound to remain intense, and breeding stocks could rapidly be reduced should a recruitment failure occur.

Recruitment of spat in Cornwall's River Fal was very good in 1976 for the first time in ten years. Improved quantities of oysters for relaying in fattening beds are anticipated.

There is keen interest in hatchery-reared native oyster seed for re-stocking grounds. However, the economically viable large-scale husbandry techniques necessary to grow small seed to a size suitable for relaying on the ground have yet to be demonstrated.

Production

Until hatcheries are able to produce native oyster seed consistently and in quantity, the industry is reluctant to make large investments in purchasing small native oyster seed and the equipment to culture it.

Production of the Pacific oyster in the British Isles is estimated to be about 21 million (150 tonnes) with prospects of this being doubled each year until 1980.

— TRAPPER.

It has become apparent that the better fattening grounds for the native oyster often do not provide suitable growing conditions for the Pacific oyster.

Production of the Pacific oyster is now concentrated on the Norfolk and Suffolk coasts, also on the west and south-west coast of England and Wales.

Current production of Pacific oysters in the British Isles is estimated to be about 21 million (150 tonnes) with prospects of this being doubled each year until 1980.

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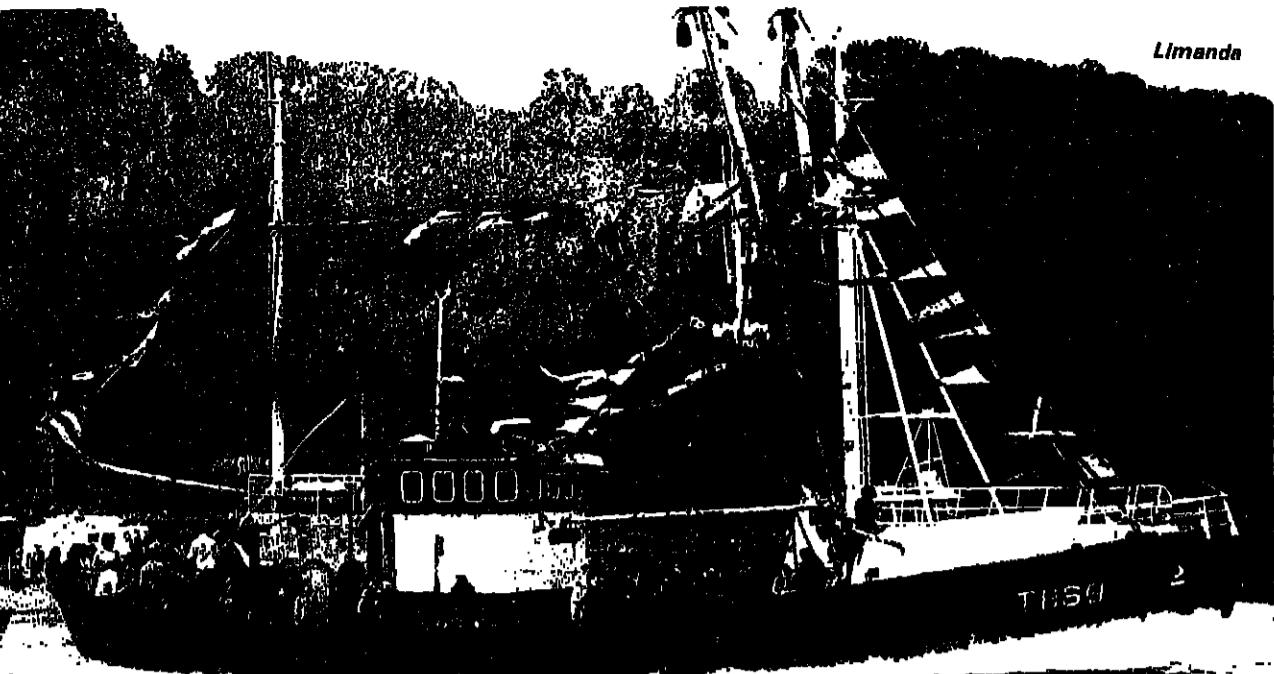
'Dane' in lead

THE Hull-based BUT trawler *Dane* has replaced *Orsino* as leader in the 1977 British Freezer Trawler Challenge Competition.

Dane, which was lying second, 1,261 points behind *Orsino*, is 3,690 points ahead in the latest results list to the end of September.

Orsino recently returned to Hull after fishing mackerel.

Position	Vessel	Tonnage	Points
1 (2)	<i>Dane</i> (BUT)	1919.0	28,695
2 (1)	<i>Orsino</i> (BUT)	3181.6	28,063
3 (6)	<i>Arctic Galliard</i> (Boyd)	2676.5	26,137
4 (8)	<i>Arctic Buccaneer</i> (Boyd)	1709.4	25,488
5 (9)	<i>Farnella</i> (Marr)	1722.1	25,425
6 (5)	<i>Arctic Freebooter</i> (Boyd)	1788.2	25,169
7 (7)	<i>Princess Anne</i> (Boston)	2575.0	25,117
8 (3)	<i>Southerella</i> (Marr)	1782.6	24,434
9 (10)	<i>St. Jasper</i> (Hamling)	1703.3	23,670
10 (4)	<i>Northeast</i> (Marr)	1818.4	23,396
11 (11)	<i>St. Jason</i> (Hamling)	1680.9	22,872
12 (13)	<i>St. Jerome</i> (Hamling)	1526.8	22,117
13 (12)	<i>Sir Fred Parkes</i> (Boston)	1421.9	21,721
14 (14)	<i>Kirkella</i> (Marr)	1472.8	20,793
15 (17)	<i>Junella</i> (Marr)	1447.3	20,117
16 (20)	<i>Sunella</i> (Marr)	1492.2	20,084
17 (15)	<i>Arctic Raider</i> (Boyd)	1350.7	20,054
18 (16)	<i>Kurd</i> (BUT)	1481.1	20,046
19 (18)	<i>St. Benedict</i> (Hamling)	2366.3	20,017
20 (19)	<i>Invincible</i> (BUT, GY)	1231.2	19,674



Devon boat sold to Australia

TEIGNMOUTH trawlerman Reg Matthews has sold his boat *Limanda* and she will be sailing 11,000 miles to her new base in Australia.

Last week she was being prepared for her journey halfway around the world.

The new owner of the 72ft. trawler is John Reynolds, formerly from Ireland, who has been fishing from Australia for several years.

He returned to Europe to buy another trawler because there were no suitable craft in Australia. He searched all over Ireland, England and France before finding *Limanda*.

Skipper Reynolds has recruited a crew of four from Falmouth to sail the trawler to Australia, but he will fly home and meet the boat at Perth.

Limanda will fish from Eden, a port midway between Sydney and Melbourne.

Skipper Reynolds said:

"She is an ideal boat for Australian waters. She is strong and I have no qualms about her making the long journey. It should take about ten weeks."

"I looked at dozens of boats all over the place before finding *Limanda*, which was

originally built in Holland. The Australian fishing industry is a long way behind Europe and there is a great deal of potential for a boat like *Limanda*.

"It is a much more economic proposition for me to come to Europe, buy a boat here and have her sailed back. A similar boat constructed new today would cost me about half-a-million pounds."

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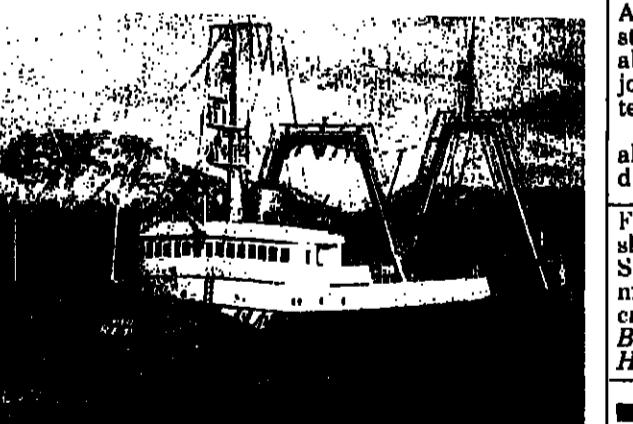
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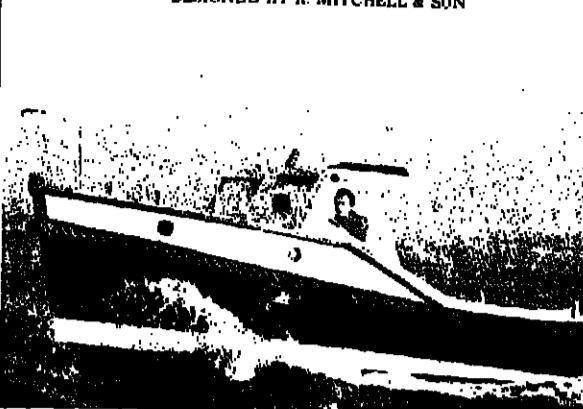
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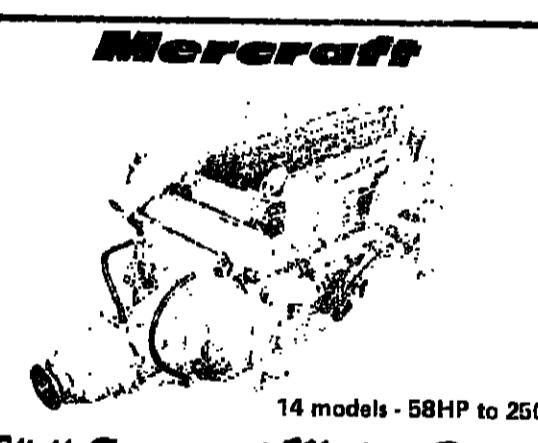
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PORT MARKETS

FRIDAY, DECEMBER 30
DUBLIN

119 boxes mainly from Dunmore East. Prices: dabs, 59p/64p; cod, 40p/44p; codling, 42p/48p; per lb; ray, £15/£24; per box.

CLARKWOOD - £ 1/2m YEAR

THE FIRST Aberdeen trawler to earn over £1m. in one year is the stern trawler Clarkwood.

She became the port's top trawler for 1977 by grossing £122,883 under Skipper Stuart Thompson. She is owned by the John Wood Group.

Runner-up in the landings league at Aberdeen is *Grampian Monarch*, which at the end of last year made a record grossing of £89,000 for two half-landings over 36 days.

Pollution problem

DEVON SEA Fisheries Committee wants to extend its area to take in a polluted stretch of coastline.

The committee hopes to regularly slice the north and west problem coastlines of the Bristol Channel to control pollution.

It was said at the committee's latest meeting that some water is so poisoned

SPRAT PRICES 'NOT SET YET'

CLAIMS that Irish fishermen are operating on a much lower minimum price for sprats than their counterparts in the UK (*Fishing News*, Dec. 23/30) have been denied.

Mr. C. W. S. Dyson, secretary of the Herring Buyers' Association, had said that British fishermen were asking for over £12 a cwt, while in Southern Ireland they are selling at around £8.

A spokesman for the Irish

PO will be seeking an increase on that figure.

"It is not expected that the serious fishing will start here until the New Year and we are anxious that the fishery gets off the ground in a regulated fashion," added the spokesman.

The IFPO has been keeping in very close touch with the Scottish Fishermen's Organisation and the Anglo-Scottish Producers' Organisation about negotiations on the price of sprats for the human consumption market.

PO will be seeking an increase on that figure.

"It is our intention to ensure that there is no possibility of any buyer playing off one PO against another as regards the sprats," said the IFPO spokesman.

Aberdeen on top

ABERDEEN has retained its title as Scotland's premier fishing port.

"Aberdeen turned out an estimated 1,400,000 cwt. valued at a record £28,500,000 last year, while white fish landings

at Peterhead were 1,237,976 cwt. £25,614,383.

The 1978 totals for Aberdeen were 1,500,000 cwt. and £22,500,000, while Peterhead landed 1,113,080 cwt. selling for £15,991,926.

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TOP LANDINGS

TUESDAY, JANUARY 3

FLEETWOOD

Prices: English shell cod, £52/£63.50; haddock, £29/£46; ling, £38/£48; coley, £28/£37; dogfish, £15/£18.75; megrim, £24; monkfish, £47; roker, £30/£43; whiting, £25/£40; garnard, £14; conger, £15; per 10 st. kit.

£5,261: *Helen Getsen*, Allard Hewson (Sk. M. Josefaen), 184k, and £3,624: *Melissa Louise*, Richardson (Sk. E. Collins), 127k, both NS, 9 days.Gill-netter
£9,236: *Wardley*, Consol (Sk. E. Lose), 186k, NS, 7 days.HULL
Week ending December 23£21,452: *Ross Orion*, BUT (Sk. G. B. Boyce), 656 k, WS, 23 days.£20,791: *Ross Leonis*, BUT (Sk. D. Paterson), 735 k, BI, 28 days.£20,328: *Ross Sirius*, BUT (Sk. D. Whiting), 633 k, BI, 26 days.£18,709: *Kingston Beryl*, BUT (Sk. B. Owbridge), 625 k, BI, 26 days.£17,591: *Lord St. Vincent*, BUT (Sk. A. E. Start), 525 k, WS, 28 days.£16,593: *Falstaff*, BUT (Sk. L. Gedman), 536 k, BI, 26 days.Seiners
£3,822: *Sonderborg*, Boston (Sk. G. Johansen), 138 k, NS, 16 days.Week ending December 30.
£31,210: *Ross Altair*, BUT (Sk. A. Oster), 844 k, NC, 25 days.

GRANTON

Week ending December 23

£14,568: *Arctic Invader*, Liston (Sk. J. Robb), 730 k, NS, 10 days.£8,059: *Arctic Crusader*, Liston (Sk. P. Wanless), 403 c, NS, 11 days.

FLEETWOOD

Pair teams

£22,970: *Norina* (Sk. A. Hay), 783k and £22,170: *Idena* (Sk. V. Dingle), 629k, both Marr, 15 days.

Seiners

£7,259: *Anne Scott*, Jubilee (Sk. M. Dam), 263k, NS, 19 days.£2,188: *Carlo Jubilee* (Sk. G. Hansen), 103k, NS, 23 days.£1,418: *Brizlee*, Consol (Sk. T. Christensen), 88k, NS, 8 days.£1,009: *Christen Bank*, Jubilee (Sk. T. Larsen), 47k, NS, 23 days.£795: *Scartho*, Chapman (Sk. L. Dam), 36k, NS, 21 days.

Pair teams

£20,762: *Margrethe Bojen* (Sk. J. Bojen), 679k, and £17,501: *Frances Bojen* (Sk. J. Richardson), 573k, both NS, John R., 13 days.

LOWESTOFT

Week ending December 23

£12,412: *St. Nicola*, East Coast (Sk. k kts; c owl; kg kilo).

KEY: BI Bear Island; BS Barents Sea; DW distant water; F Faroe Islands; G Greenland; HW home water; I Iceland; IS Irish Sea; NC Norway Coast; NF Newfoundland; NS North Sea; O Orkney; R Rockall; S Shetland; W Westerlies; WC West Coast; WS White Sea; Sk Skipper; k kts; c owl; kg kilo.

Drift net probe plea

SOUTH Angus MP Andrew Welsh is to ask Scottish Under Secretary of State, Hugh Brown, to have a look at the whole position of drift net fishing for salmon.

This is especially since local fishing boat skippers in Arbroath are worried about possible harassment by Fisheries Board patrol boats.

Mr. Welsh said in Arbroath: "The skippers are rightly concerned as during the month of January fishing is very lean off Arbroath. They will in many cases be close inshore using anchor nets to catch cod."

The fishermen fear possible harassment by the Fisheries Board patrol vessels checking for illegal catching of salmon.

"I have already been given figures about the fines imposed on Scottish fishermen for illegal fishing for salmon by Mr. Brown. I intend to ask him to consider again the proposals from the Arbroath fishermen for a strictly limited licensed scheme, whereby Scottish fishermen could, over a set period, drift net for salmon at sea".

Mr. Ed Smith, president of Arbroath Fishermen's Association said last night: "There are already quite a number of anchor nets close inshore. Mr. Welsh is right when he calls January a lean period for catches and, we don't want any harassment whilst legally fishing for cod."

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LABELS SENT ON REQUEST

TOP LANDINGS

GRIMSBY

Week ending December 23

Distant water

£15,187.50; megrim, £24;

monkfish, £47; roker, £30/£43;

whiting, £25/£40; garnard, £14;

conger, £15; per 10 st. kit.

F. Elsom), 431k, NS, 12 days.

£9,854: *St. Mark*, East Coast (Sk. J. Kelly), 277k, NS, 12 days.£9,483: *Oulton Queen*, Talisman (Sk. A. Hutchinson), 360k, NS, 12 days.£9,469: *Barnby Queen*, Talisman (Sk. C. Craig), 280k, NS, 12 days.£8,924: *St. Rose*, East Coast (Sk. S. Jonas), 304k, NS, 12 days.£26,461: *Northern Reward*, BUT (Sk. E. Hall), 925k, BI/N, 26 days.£25,163: *Rose Rodney*, BUT (Sk. L. Edwards), 983k, BI/N, 26 days.£16,764: *Ross Kashmir*, BUT (Sk. J. Brechin), 727k, BI/N, 28 days.£20,791: *Ross Leons*, BUT (Sk. D. Paterson), 735 k, BI, 28 days.£20,328: *Ross Sirius*, BUT (Sk. D. Whiting), 633 k, BI, 26 days.£18,709: *Kingston Beryl*, BUT (Sk. B. Owbridge), 625 k, BI, 26 days.£17,133: *Ben Glax*, Irvin (Sk. S. Shearer), 26,383 kg, NS, 9 days.£6,816: *Christine Nielsen*, Irvin (Sk. C. Ellis), 16,915 kg, NS, 2/4 days.£6,549: *Ben Churn*, Irvin (Sk. T. S. Jamieison), 19,205 kg, NS, 8 days.£4,879: *Fruitful Harvest*, AF (Sk. C. Horn), 9,155 kg, NS, 3 days.

NORTHSIDE

Week ending December 23

£21,452: *Ross Orion*, BUT (Sk. G. B. Boyce), 656 k, WS, 23 days.£20,791: *Ross Leons*, BUT (Sk. D. Paterson), 735 k, BI, 28 days.£20,328: *Ross Sirius*, BUT (Sk. D. Whiting), 633 k, BI, 26 days.£18,709: *Kingston Beryl*, BUT (Sk. B. Owbridge), 625 k, BI, 26 days.£17,133: *Ben Glax*, Irvin (Sk. S. Shearer), 26,383 kg, NS, 9 days.£6,816: *Christine Nielsen*, Irvin (Sk. C. Ellis), 16,915 kg, NS, 2/4 days.£6,549: *Ben Churn*, Irvin (Sk. T. S. Jamieison), 19,205 kg, NS, 8 days.£4,879: *Fruitful Harvest*, AF (Sk. C. Horn), 9,155 kg, NS, 3 days.

GILLINGHAM

Week ending December 31

£14,245: *Arctic Explorer*, Liston (Sk. J. Banyard), 625 c, NS, 13 days.£11,947: *Arctic Brigand*, Liston (Sk. P. Wanless), 403 c, NS, 11 days.

GILLINGHAM

Week ending December 31

£14,245: *Arctic Explorer*, Liston (Sk. J. Banyard), 625 c, NS, 13 days.

£11,947: <i

